

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4750

晚二十月二十年十三號

TUESDAY, JANUARY 17, 1905.

二月

號七月正英港

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,520,000

Head Office:—YOKOHAMA.

Branches and Agents.

TOKIO. LONDON.  
NAGASAKI. NEW YORK.  
LYONS. HONOLULU.  
SAN FRANCISCO. SHANGHAI.  
BOMBAY. NEWCHWANG.  
TIENTSIEN. LIAOYANG.  
PEKING. DALNY.  
KOBÉ.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITHS' BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " " 4 "

" " " 3 "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND.—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$ 7,000,000  
RESERVE LIABILITY OF PROPRTORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
E. Goetz, Esq. Hon. R. Shaw.  
Hon. W. J. Gresson. N. A. Siebs, Esq.  
A. Haupt, Esq. H. W. Slade, Esq.  
H. Schubert, Esq. E. S. Wheller, Esq.  
E. Shellin, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.  
LONDON BANKERS—LONDON AND COUNTS  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 3½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th August, 1904. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [22]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow  
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS' BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 12th August, 1904. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS a  
CURRENT RATES.

SIEMSSEN & Co.  
Hongkong, 28th May, 1904. [24]

THE MITSUI BUSAN KAISHA  
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Choofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Maldzuru, Kure, Shimonesaki, Moji, Wakamatsu,

Kiratsu, Nagasaki, Kuchinoera, Sasebo, Mikko, Hakodate, Taipeh, &c.

Telographic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the famous Milke, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,

Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshi, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong. [25]

INTERNATIONAL BANKING  
CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES  
IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS  
AUTORISED ..... GOLD \$10,000,000  
CAPITAL PAID UP ..... GOLD \$ 3,947,200  
RESERVE FUND ..... GOLD \$ 3,947,200

HEAD OFFICE:—NEW YORK.

LONDON OFFICE:—THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS' BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,  
Manager.

20, Des Vaux Road,  
Hongkong, 3rd January, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAELS.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

HEAD OFFICE:—SHANGHAI.

Branches and Agents.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sells Drafts and Telegraphic Trans  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per annum Fixed Deposits for 3 months.

4% " " " 6 "

5% " " " 12 "

E. W. RUTTER,  
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE  
HOLDERS ..... £800,000

RESERVE FUND ..... £800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months. 4 per cent.

" " " 6 " " 3 "

" " " 3 " " 2 "

T. P. COCHRANE,  
Manager.

Hongkong, 19th May, 1904. [24]

FINEST  
COD LIVER OIL.

HIGHLY recommended for COUGHS,  
COLDS, and all affections of the

Chest and Lungs. It is highly nutritious, and,  
in fact, acts as a food, especially in cases of

Consumption and wasting diseases.

IN BOTTLES AT \$1, 1.75, AND 3.00 EACH.

THE PHARMACY,  
房藥大法中

56, QUEEN'S ROAD CENTRAL,  
Hongkong.

A. STEVENSON,  
Chemist.

Hongkong, 20th December, 1904. [43]

JAPAN COALS.

THE MITSUI BUSAN KAISHA  
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Choofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Maldzuru, Kure, Shimonesaki, Moji, Wakamatsu,

Kiratsu, Nagasaki, Kuchinoera, Sasebo, Mikko, Hakodate, Taipeh, &c.

Telographic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the famous Milke, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,

Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshi, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong. [25]

## Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

MARSEILLES, LONDON and  
ANTIP (Direct), VIA SINGA PALAWAN ..... About 18th Freight and  
PORT SAID & MARESILLES J. D. Andrews, R.N.R. Passage.

YOKOHAMA VIA SHANGHAI, MOJI and KUBE FORMOSA ..... About 24th Freight and  
(Passing through the Inland Sea.) B. H. W. Snow Passage.

SHANGHAI ..... CHUSAN ..... About 28th Freight and  
LONDON, &c. COROMANDEL ..... January 28th, See Special  
G. M. Mansford, R.N.R. Noon Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent. [2]

Hongkong, 16th January, 1905.

## Intimations.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,611 tons ..... Captain H. D. Jones.  
 " " "POWAN" ..... 1,334 " ..... R. D. Thomas.  
 " " "FATSHAN" ..... 2,200 " ..... W. A. Valentine.  
 " " "HANKOW" ..... 3,973 " ..... C. V. Lloyd.  
 " " "KINSHAN" ..... 1,991 " ..... J. J. Lissus.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons ..... Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2:00 P.M.

Departures on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 8:30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 219 tons ..... Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons ..... Captain J. Wilcox.

"NANNING" ..... 569 " ..... C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8:30 A.M. calling at Yunki, Maiping, Kumchuk, Kau-Kung, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow ..... Single \$15.00. Return \$25.00.

Canton to Tak Hing ..... Single \$12.50. Return \$21.00.

Canton to Samshui ..... Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" ..... Capt. B. Branch. S.S. "SANUI" ..... Capt. H. Black. Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$7.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

## HONGKONG-KONGMOON LINE.

S.S. "TAK HING" ..... Capt. R. Birss. S.S. "HONGKONG" ..... Capt. Maxfield. Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon ..... Single \$6.00.

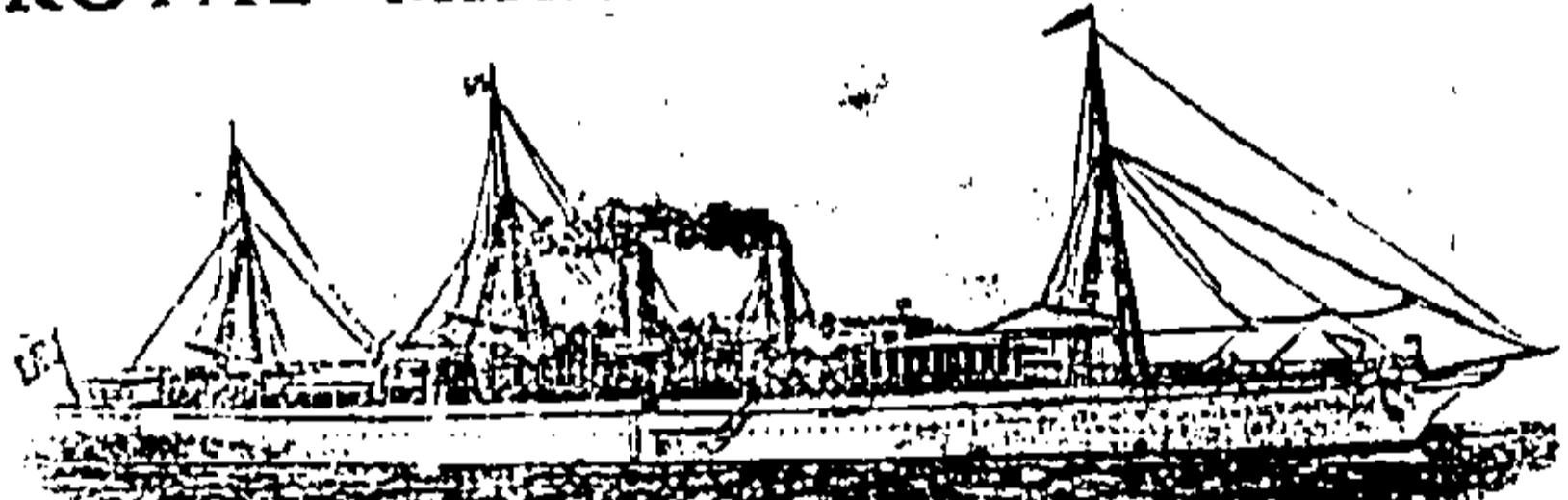
Hongkong to Kumchuk ..... Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" ..... 4,425 Tons ..... WEDNESDAY, 25th January.

" " "EMPERESS OF INDIA" ..... 6,000 " ..... WEDNESDAY, 8th February.

" " "EMPERESS OF JAPAN" ..... 6,000 " ..... WEDNESDAY, 8th March.

" " "ATHENIAN" ..... 2,440 " ..... WEDNESDAY, 15th March.

" " "EMPERESS OF CHINA" ..... 6,000 " ..... WEDNESDAY, 29th March.

" " "EMPERESS OF INDIA" ..... 6,000 " ..... WEDNESDAY, 19th April.

Hongkong to London, 1st Class, \$120. Via St. Lawrence \$60. Via New York \$62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
 9, Pedder's Street.

Hongkong, 11th January, 1905.

HAMBURG-AMERIKA LINIE.  
 OSTASIATISCHER FRAUHTDAFFER DIENST.

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AMBRIA ..... HAVRE and HAMBURG. 20th January. Freight.

Porcelli ..... (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. 21st January. Freight.

SITHONIA ..... HAVRE and HAMBURG. 31st January. Freight.

Hildebrand ..... (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. 8th Feb. Freight.

ARCADIA ..... Frik ..... (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. 15th Feb. Freight.

SPEZIA ..... Elbers ..... (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. 27th Feb. Freight.

ANDALUSIA ..... Filler ..... (Calling at S'PORE, PENANG & COLOMBO). HAVRE, ANTWERP and HAMBURG. 7th March. Freight.

SAMBIA ..... Lüding ..... (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. 21st March. Freight and Passengers.

RHENANIA ..... Bohrens ..... (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. 4th April. Freight.

SUEVIA ..... Knoesel ..... (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. 4th April. Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE, N. 1, Queen's Buildings.

Hongkong, 17th January, 1905.

## TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price 50c per case of 48 bottles (quarts) or 6 doz. pints.  
 Special Prices for Quantities.

SOLE Agents—

SIEMSSSEN & CO., SIEMSSSEN & CO.,

Hongkong, 10th January, 1905.

Watson's Building.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY,

the 20th January, 1905, at 11 A.M. at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street;

## A QUANTITY OF MISCELLANEOUS ARTICLES,

Comprising—

HATS, BOOTS, FIELD GLASSES, SEXTANTS, CLOTHING, BILLIARD BALLS, GOLD and SILVER WATCHES, LOCKETS, MUSICAL and SURGICAL INSTRUMENTS, &c., &c.

ALSO

A Quantity of HOUSEHOLD and OFFICE FURNITURE;

AND

One IRON SAFE by CHUBB'S. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers,

Hongkong, 16th January, 1905.

## Intimations.

## HIGH EXCHANGE.

WE WOULD BE WILLING TO GIVE THE BUYING PUBLIC THE BENEFIT OF THE HIGH RATE OF EXCHANGE RULING AT PRESENT, WERE IT NOT THAT, BEING A NEW FIRM, WE ARE ALREADY DOING IT, HAVING FIXED OUR PRICES AT

## TWO SHILLINGS

TO THE

DOLLAR.

STILL, IN ORDER TO MAKE OUR QUALITIES KNOWN (AND BEING A NEW FIRM, WE WANT AS MANY PEOPLE AS POSSIBLE TO KNOW THEM), IF YOU SEND US YOUR ORDER ACCOMPANIED BY CASH AND COUPON BELOW, WE SHALL GRANT YOU A CASH DISCOUNT OF

## 10 PER CENT

## ON OUR PRICES.

THIS OFFER IS LIMITED FOR ONE WEEK TO THE READERS OF THIS PAPER.

## GREGOR &amp; CO.,

WINE MERCHANTS,

34, Queen's Road.

## Entertainment.

## THEATRE ROYAL, CITY HALL.

## HONGKONG AMATEUR-DRAMATIC CLUB.

## "JANE,"

A Farce in 3 Acts, by H. NICHOLLS and W. LESTOCQ, will be produced

ON

SATURDAY, 21st January, 1905.

MONDAY, 23rd " "

SATURDAY, 28th " "

Prices ..... \$3, \$2, \$1.

Sailors and Soldiers in uniform half-prices to Pit Stalls and Pit.

Booking Office at ROBINSON PIANO CO., open on and after Monday, 16th January, from 9 A.M. to 4:30 P.M., each day.

ARTHUR CHAPMAN, Business Manager.

Hongkong, 9th January, 1905.

## Notice of Firm.

## NOTICE.

THE Interest and Responsibility of the late JAMES PARK WINGATE (deceased) in our Firm ceased on 31st December, 1904.

TAIT & CO.

Amoy, 1st January, 1905.

1905.

## WEISMANN, LTD.

## (CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Caff in the Orient.

Hongkong, 17th December, 1904.

1905.

## SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

## Intimation.

**WM. POWELL,  
LIMITED,**  
ALEXANDRA BUILDINGS,  
Des Voeux Road.

The leading Drapers of  
the Far East.

DRESSMAKING  
AND  
MILLINERY -  
IN ALL THE  
LATEST  
FASHIONS.

All the newest  
Dress Fabrics, Flannels,  
Crepes, etc., on show.

Everything  
for Children's wear.

FURNISHING  
DEPARTMENT:

Houses furnished completely.  
Upholstering done by experienced  
workmen under European super-  
vision on the shortest notice.

Estimates—free of charge.

GENTLEMEN'S  
OUTFITTING  
ESTABLISH-  
MENT:

28, QUEEN'S ROAD,  
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-  
nel Shirts.

Fine Cashmere Half-hose—embroidered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight  
Overcoats.

Check Flannel, Knitted Woolen  
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots  
and Shoes.

White Buckskin Boots  
with thick red Rubber  
Soles, suitable for  
Cricket, Golf, Tennis,  
Yachting, etc.

New Goods arrive each  
week for all Departments.

**Wm. POWELL, Ltd.**  
HONG KONG.

## Intimations.

A. S. WATSON & CO., LIMITED,  
Established 1841.  
AERATED WATER MANUFACTURERS.

## NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to

A. S. WATSON & CO., LIMITED,  
Aerated Water Manufactory,  
Des Voeux Road Central.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

## Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391]

## THE VICTORIA DISPENSARY.

## NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to

A. S. WATSON & CO., LIMITED.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

## Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1372]

WATKINS, LIMITED.

## NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to

A. S. WATKINS, LIMITED.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

## Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

THE WEST POINT BUILDING COM-  
PANY, LIMITED.

## NOTICE.

NOTICE is hereby given that the SEVEN-  
TEENTH ORDINARY MEETING OF  
SHAREHOLDERS in this Company will  
be held at the Company's Offices, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 11.45 o'clock A.M., for the purpose of  
receiving the Report of the Directors together  
with Statement of Accounts for the year ending  
31st December, 1904.

The REGISTER OF SHARES of the  
Company will be CLOSED from SATURDAY,  
the 21st January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.  
By Order of the Court of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Invest-  
ment and Agency Co., Ltd.,  
General Agents for the West Point Build-  
ing Co., Ltd.  
Hongkong, 10th January, 1905. [120]

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEVEN-  
TEENTH ORDINARY MEETING OF  
SHAREHOLDERS in this Company will  
be held at the Company's Offices, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 12 o'clock Noon, for the purpose of  
receiving the Report of the Directors together  
with Statement of Accounts for the year ending  
31st December, 1904.

The REGISTER OF SHARES of the  
Company will be CLOSED from SATURDAY,  
the 21st January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 10th January, 1905. [121]

THE KOWLOON LAND AND BUILDING  
COMPANY, LIMITED.

NOTICE is hereby given that the SIX-  
TEENTH ORDINARY MEETING OF  
SHAREHOLDERS in this Company will  
be held at the Company's Offices, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 2.30 P.M., for the purpose of receiving  
the Report of the Directors together with State-  
ment of Accounts for the year ending 31st  
December, 1904.

The REGISTER OF SHARES of the  
Company will be CLOSED from TUESDAY,  
the 24th January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Invest-  
ment and Agency Co., Ltd.,  
General Agents for the Kowloon Land  
and Building Co., Ltd.  
Hongkong, 10th January, 1905. [122]

## THE PRICE OF SUGAR.

("THE TIMES" DECEMBER 9.)

We have lately devoted a large portion of our  
pace to a discussion upon the price of sugar,  
the confectoners are indignant because the  
price of their raw material has risen, and they  
choose to ascribe the rise entirely to the opera-  
tion of the sugar Convention. The mineral  
water manufacturers have now come into the  
field and are taking the same view. The  
complaining traders say that they always  
predicted melancholy consequences from the  
Brussels Convention. So they did. Some of  
them expressed their apprehensions at length  
in our columns when negotiations were going  
on. But that only lends force to the pertinent  
observations of our correspondent "H. S. P."  
If the confectoners knew that sugar would rise  
under the Convention, why did they not cover  
themselves by prudent buying and forward  
contracts when sugar was cheap? It was quite  
cheap until March of this year—that is to say,  
it could be obtained in large quantities rather  
under the average European cost of production.  
If they did not buy, what are we to infer?  
Surely that they did not, upon better considera-  
tion, believe in their own predictions; and thought it wiser to buy from hand to mouth.

If that was their conclusion—and any other  
would reflect gravely upon their business  
capacity—they would have been justified by  
events, had events followed their normal course.  
Unhappily, they did not. Unusual drought  
affected the beet crop so seriously that, though  
about the same acreage was sown, the produce  
is estimated to fall short by close upon a million  
tons. That wipes out the carry-over  
reserve; here is a shortage in the supply; and  
price has risen accordingly. Mr. Martineau  
gives detailed figures in the letter we print to-  
day, and they expand and corroborate what  
was so ably urged in the letter from TATE and  
SONS which appeared in our columns on  
Saturday. The rise in sugar would have  
occurred had the Convention never been heard of,  
and in the opinion of Mr. Martineau and of  
TATE and SONS, who know quite as much  
about the matter as the confectoners, the price  
would have been higher than it is had the  
bounty system remained in force, because the  
Cartels would have had us at their mercy.  
They would have been all the more eager to  
use their power, because, as Mr. Martineau's  
figures show, they were not long ago obliged  
to sell sugar at two-thirds of its cost price,  
and even then had to carry over a stock of two  
million tons. As it is, the shortage in the beet  
supply is partially met by an increase of 400,000  
tons in the cane supply, most of which is due  
to the abolition of bounties. It is not by any  
means certain that the present price can be  
maintained; but even if it be proved legitimate,  
especially due to short supply and not in part to  
speculation, the confectoners must average  
dear with cheap years, just as they had to  
average equally great fluctuations under the  
bounty system. Their outcry only shows the  
wisdom of the Government in setting its face  
against industrial protection, as opposed to the  
beating down of artificial legislative obstacles to  
our trade. It is always projected trades that  
make the greatest outcry. The confectoners  
have been enjoying protection, which gave  
them sugar under cost of production, and we  
see what a noise they make when natural con-  
ditions regain free scope. Other trades even  
more important than theirs are suffering  
because natural conditions are perverted to  
their injury, but we do not find that Mr.  
Lough and other doughty champions of the  
confectoners are willing to give these trades  
any consideration.

In any case, it is not rather absurd to declaim  
against the Convention as if it were a thing  
that the Government of this country were solely  
responsible for? It is an international arrangement,  
which could never have come about had  
not the Governments of sugar-producing countries  
been anxious to get rid of the bounties. Given  
that desire on their part, we may be sure that  
they would have found means to gain their  
object. Mr. George Matheson, partially recog-  
nized, for his say, that if only the bounties  
had been extinguished one by one he would  
not have complained. Surely he must be  
aware that they could never have been abolished  
one by one, any more than nations could  
disarm one by one. The thing had to be done  
by common consent, or not at all. For this  
country and for this Empire the Sugar Conven-  
tion is an excellent thing, although it can-  
not counteract the effects of wind and weather  
upon the sugar crop. The country will  
shortly have sugar prices upon a much more  
stable basis than was possible under boun-  
ties and Cartels. There is not the least reason to  
doubt the prediction of experts that for ten  
years following the Convention the price of  
sugar will, be at least as low as for the ten years preceding it. Our Colonies  
reap an immediate benefit, and confer one upon  
us. But for increased cane production present  
prices would be higher than they are, and as  
the area of production widens we become more  
and more independent, alike of weather and of  
the action of gigantic Coontinental trusts.

THE DEPENDENCE OF THE  
PEN.

The paragraph in the papers, that the Govern-  
ment of India have required their correspond-  
ents to affix their name and condition to  
"plain, round band," is a rebuke to the craze  
for illegibility. Of course, hand-writing, as one  
of the accomplishments of polite education,  
went out a long while since; but the decadence  
of the pen has been most marked in these later  
years, until, indeed, the people have come to  
take a pride in illegibility. The story is told  
of Macready giving a ticket to a friend who, in  
error, handed it to a chemist for a prescription.  
The chemist solemnly made up the mixture,  
to be taken in water directly after meals." It  
is one of the afflictions incident to greatness  
that they shall enshrine their wisdom in pen-  
manship which only experts in hieroglyphics,  
like printer-men or post office officials, can  
read. No person is reckoned really great until  
his handwriting has become undecipherable.

This law for the authorisation of learned illegi-  
bility is at least as old as Shakespeare,  
Hamlet, in well-remembered lines, says—  
"I once did hold it, as our statute do,  
A baseness to write fair."

Shakespeare at least followed the Dane's example,  
and "wrote it fair"; it is one and not the  
least, of the Baconian theories that it was im-  
possible for Shakespeare, having regard to the  
nicety of his affection in calligraphy, to have  
written, as is reputed, in a short six weeks  
the play of "The Merry Wives of Windsor." One  
critic avers boldly he could not have written  
it in six years, but then he does not con-  
cede to explain whether he means that Shakes-  
peare was incapable of the effort, or whether  
his handwriting was too florid for the accom-  
plishment of the merely mechanical part. It  
may not be altogether obvious if we institute a

comparison. It has never been pretended that  
Shakespeare wrote a hand more than "ordinarily  
scholarly"; in his "Memoirs of Sir Walter  
Scott," Mr. Lockhart produces a letter written  
by the author of "Waverley" to his friend,  
J. B. S. Morris, of Rokeby, accounting for his  
"laxness" by saying that he wrote the last  
two volumes of the first of the remarkable  
series of novels in "three weeks." And Mr.  
Lockhart further enhances one's sense of the  
Marvellous in an agreeably told story of young  
Menzies (afterwards Judge at the Cape of  
Good Hope) and the unsettling apparition of  
the hand which, like the writing on Belshazzar's  
wall, disturbed and fascinated him. "It  
never stops—page after page is finished; and still  
it goes on unwearied—and so it will be till can-  
didates are brought in, and God knows how long  
after." It is the same every night—I can't  
stand a sight of it when I am not at my books!"  
This was the hand, adds Scott's son-in-law,  
that, in the "evenings" of three summer weeks,  
wrote the last two volumes of "Waverley."

We have to go back to Shakespeare's time,  
and before, for mere excellence in handwriting.  
The wonderful examples of the old writing  
masters most perfectly demonstrate the power  
of the pen in skillful hands, and point out to us  
the gravity and enormity of our descent. It is  
a revelation, no one for generations having  
attained to more than the barely legible, to turn  
over old MSS. and see the charm of form and  
ingenuity of design which belonged to the  
characters of our fore-fathers. The examples  
of the ordinary mercantile handwriting of 155

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT  
MERCHANTS.

ESTABLISHED  
1841.

ALEXANDRA BUILDINGS.

## EXTRACT:

"I HAVE TAKEN PLEASURE  
IN PRESENTING YOUR BRAND  
(WATSON'S CELEBRATED E.  
(BLEND) AS THE FINEST  
SCOTCH WHISKY I COULD  
PROCURE."

A. S. WATSON & Co.,  
LIMITED,  
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

A MAN WHO HAS  
A BUSINESS  
AND DOES NOT  
ADVERTISE IT, IS LIKE  
A MAN WHO WINKS  
AT

A PRETTY GIRL IN THE DARK :  
HE KNOWS WHAT  
HE IS DOING,  
BUT NOBODY ELSE DOES !!

As we do not wish to find ourselves in the same predicament, may we ask you to read carefully our advertisements?

You will know what we are doing!

## LOCAL AND GENERAL.

THE formation of the submarine flotillas has been gazetted in Tokio.

THE Yokohama Specie Bank, Ltd., has now opened a branch at Liaoang.

GENERAL Nogi has been appointed titular guardian of the Imperial grandsons.

RUSSIANS suffering from infectious diseases will be detained at Port Arthur for the present.

THE Tsar has changed his mind about going to the front, which indicates that the baby has quieted down.—Ex.

Forecast.—Light E. winds; cloudy, fair.

## NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quartier and per monogram, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quartier is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quartier.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 17, 1905.

MERCHANT MARINE AND  
MARKETS.

Some few months ago we drew attention to an important commission appointed in America to investigate the conditions handicapping the shipping interests of that country in competition with other nations of the world. It was shown that for several years past there has been ample evidence throughout the United States of a well-nigh universal desire on the part of the American people for a merchant marine of sufficient magnitude to correspond with the ever increasing volume of their over-sea commerce. The question has repeatedly been brought to the notice of Congress, but so far they have not deemed it expedient to encourage the service by going to their rescue with appropriate legislation. The growing importance of the Orient as a field for the export trade of most countries is no new subject of comment, and the desire on the part of America to solve the long-standing problem of the decadence of her merchant marine, seems in part to be due to national pride, which has been hurt by the frequent reports from their Consuls of the increasing rarity of their flag in these parts. President Roosevelt, in again bringing the subject to the notice of Congress last month, said he recognised that the importance of securing proper information and data with a view to the enlargement of American trade with Asia was undiminished, and stated that their Consular representatives in China have strongly urged a place for permanent display of the U.S. products in some prominent trade centres of the empire, under Government control and management, as an effective means of advancing their export trade therein.

AN attempt will soon be made to remove the body of Pope Leo XIII from its present tomb in St. Peter's to St. John's in the Lateran, its final resting place, as the time for the ceremony is already long overdue. The procession will be guarded by a heavily armed body of troops with fixed bayonets to avoid rioting and bloodshed by the revolutionary element.

THE "South China Directory and Blotter" for the current year has been issued and a copy sent to our offices. It is an improvement on the one issued last year. The directory includes Hongkong, Canton, Swatow and Amoy, besides a ladies' list and an alphabetical list of foreign residents in these ports. This is attached to the left hand side of the blotter, while on the right is a perforated daily memo-block. Copies of this useful office combination may be obtained for \$3 from the S. C. Morning Post.

THE destruction of the Russian fleet at Port Arthur and the reduction of marine insurance are resulting in an increased demand for Washington flour from the Orient. Several large orders that were held in abeyance while awaiting safe transportation facilities have been placed with Puget Sound millers. Oriental cargoes for the next two months will be largely composed of flour destined for Chinese and Japanese ports. Flour manufacturers also report that the demand from South American countries is better now than for years past. Shipments to Japan have been less for several months past than formerly. This indicates that Japan laid in a large stock during the early part of the war, when it was yet uncertain whether her vessels could continue crossing the Pacific.

MRS. S. W. Webb, of Killadoon, Wan Chai, this morning prosecuted her house-boy for refusing orders, and leaving her service without giving a month's notice. The accused stated that he wrote in the "servant's book" "a month's notice." Prosecutrix said he had no right to write anything in that book, and she did not take that as a notice. Mr. Hazelton said that if he did write that in the "servant's book" it was a month's notice. Prosecutrix had not the book, which was only for the servants to sign receipt of their wages in, in Court, and His Worship set back the case till 2.15 p.m. for its production.—Upon resuming this afternoon the book was produced, and something was written against the defendants' name in Chinese which the Court translator interpreted as "I give a month's notice." Prosecutrix said when the boy wrote in the book she asked him what he had written, and he said "that is my name." He said nothing about leaving, and as prosecutrix could not read Chinese she thought it was his signature for his wages. The boy was fined \$5.

THE WEATHER.

The following report is from Mr. J. L. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 17th at 11.55 a.m. The barometer has risen in the Philippines and over some portion of the Pacific and has fallen throughout China and in northern Japan.

Gradients are very slight upon all coasts and the monsoon is for the present entirely interrupted. Light variable winds may be expected in the Formosa Channel and in the northern part of the China Sea.

In the second act, we find Kershaw, Jane and Shackleton at lunch, with William, in a blind maze of thought serving the company, and Claude playing tricks behind. Jane gains the good graces of Kershaw and begins to turn

## THE A. D. C.

## "JANE."

## SYNOPSIS OF THE PLAY.

"Jane" which is being played on Saturday for the first time here, is described as a farce by the authors, Harry Nicholls and W. Lestocq, and "nobody who has seen the piece or read the 'book'" is likely to disagree with that broad description. There are many quaint situations, which in the hands of less skillful writers might degenerate into something more pronounced than mere farce, and occasionally there is a suspicion of French origin about "Jane," but there is nothing in the play as it stands to affect the most susceptible sensibilities. It is full of pure unadulterated fun, and it is less clever than some of the comedies staged by Pinero or Grundy it should at least pass a delightful hour or two, and give the wearied workers of Hongkong a "change of air" after the business of the day. "Jane" was first seen at the Comedy Theatre, London, in December, 1899, and it enjoyed a considerable run.

The scene opens in the bachelor quarters of a young scapegrace, who has almost reached the length of his tether. Charlie Shackleton is neither a villain nor a hero, in which respect he is like the majority of people. To his servants, the suspicious William and the impudent little rascal Claude, he is merely the "Master," and as funds have been low with him lately, and he has neglected to pay their wages he is an object of considerable concern to them. When the first act opens, William and Claude are having a passage-at-arms, in which the sharper tongue of Claude seems to win the wordy war. But, "be still brave heart" is the motto of William to-day, for he has married the housemaid Jane, on the sly. As Claude pretends to think there is something going on *sub rosa* and expresses his firm determination to find it out, the possibilities begin to be apparent.

When Shackleton enters, he finds his usual sheaf of dunning letters waiting for him, but amongst them there is one which is still more serious. It is a letter from Mr. Kershaw, who holds the power of stopping his allowance should he fail to comply with the terms of his late aunt's will. Those aunts which we meet in fables seem to be specially born for the purpose of harassing distressed nephews. Shackleton's aunt, when she died, left a will saying that if her nephew settled down and married he should get £1,000 a year for five years, and if he continued "good" the principal should be his. If he didn't why then he should lose everything.

Now Shackleton was "hard up"—quite a

common condition in these days—so he decided to play a little trick on the worthy gentleman (Mr. Kershaw) who was appointed trustee of his aunt's money. Three years earlier he had informed Mr. Kershaw that he had married, had settled down a respectable and respected Benedict, and was on the high road to earn that principal which had been left by the deceased lady. Mr. Kershaw had swallowed all this, and had never come to see Shackleton, but now new bills were pouring in and the easy-going Kershaw had been led to believe Shackleton had married a lady who knew how to make the money fly, with the result that debts abounded. All would have gone well had Kershaw remained at home, but he now writes to say that he intends coming to town to visit his ward Shackleton, and speak a word of his mind to that visionary personage, Mrs. Shackleton.

What is to be done? A wife must be found immediately. William is called in, but his advice is worse than useless. "Would anyone believe," cries Shackleton, "that in a civilised country a man can be driven to destruction for a little thing like that?" A wife who will be a wife for 24 hours in name only is urgently needed.

Now Shackleton has been engrossing the mind of a certain young lady named Miss Lucy Norton, who has a dragon of an aunt, Mrs. Chadwick. When they come on the conclusion that there is no reason why she should not embrace marital relations once more, and why not Charlie? If she could only render him a service, the thing is done!

Fortune has other designs, however; for when Shackleton again sees his chamber he finds "my pretty Jane" there busily dusting.

Jan's great aim is to get her arrears of pay, and with her rightful husband William, start what is called a milk-walk. In other words, to open a dairy and sell what is usually called milk. Shackleton, however, puts the question plump and plain, about being his wife for 24 hours, and as he promises her £100 reward, Jane promptly closes the bargain. There is a good deal of humour when Shackleton wants to make love to his *sot-dizant* wife, in preparation for Kershaw's visit, but at length that part of the business is settled to the satisfaction of all except William, who is left in sublime ignorance of the compact.

Meanwhile Mrs. Chadwick has been hatching her little plot to represent herself as Shackleton's wife, and actually happens to be in the house when Mr. Kershaw arrives. Kershaw is dismayed to find that his ward's wife has seen her best days and says so. He could understand a young and comely wife being extravagant but, as she appears! Fancy then the *contretemps* when Shackleton comes with the pretty Jane and announces that she is his one and only love and that all others are imposters, and William's feeling when he lists and sees Jane smilingly admit the story.

In the second act, we find Kershaw, Jane and Shackleton at lunch, with William, in a blind maze of thought serving the company, and Claude playing tricks behind. Jane gains the good graces of Kershaw and begins to turn

## GENERAL STOESSEL

## PASSING THROUGH HONGKONG.

We learn, of excellent authority, that General Stoessel, and the majority of the officers remaining in Port Arthur at the time of the surrender, will pass through here on the next French mail *Australien* en route for St. Petersburg. The vessel is due early next week.

The *Mercury* of the 13th inst. says:—General Stoessel and other Russian officers are expected at Nagasaki from Dailin, and Arakawa, Governor of Nagasaki-prefecture, has ordered the Police Station of Umegasaki to prepare their lodgings. General Stoessel and his staff will stay at the Nagasaki Hotel and other officers will stay at the Japan Hotel and French Hotel and their servants will stay at the Marine Association.

## CHINA AND THIBET.

## HIGH COMMISSIONER IN HONGKONG.

H. E. Tong Shiu-Yi, special Imperial High Commissioner to Lhassa, arrived from Shanghai this morning on board of the China Merchants' S. N. Co.'s steamer *Anping*. He landed at once, and shortly afterwards called upon H. E. Sir Matthew Nathan with whom he remained for a short time. He leaves for Canton this evening per the *Anping*, and will stay there for about three weeks, after which he returns to Hongkong and proceeds direct to Calcutta, where, as is reported, he will have a house rented for him as he expects to be engaged in conference with Lord Curzon there for a couple of months at least. It is stated also that it is His Excellency's intention to travel about India, and if nothing intervene in the meanwhile necessitating his return thence to China, he will proceed in the following summer to Lhassa, via Yatung and the Chumbi Valley. Arrived at Lhassa his Excellency will have his hands full, as his mission to Thibet has special reference to the reorganisation of that region. Having plenary powers conferred upon him by the Throne there is little doubt, says an exchange, but that with his exceptional talents and abilities the High Commissioner will do a good deal that will be beneficial to the Thibetans and so prevent any recurrence of those events that led to the recent British Indian Expedition into that hitherto hermit region.

## KOWLOON FIRE INQUIRY.

This afternoon Mr. Compton held an inquiry at the Magistracy into the cause of the outbreak of the fire in which four houses on Elgin Road, Kowloon, were gutted on the 3rd inst. The fire is said to have originated in No. 48, Elgin Road, the shop of a camphor-wood box makers.

Before proceeding to take evidence, Mr. Gedge, of Messrs. Johnson, Stokes and Master's office, applied for an adjournment, on behalf of the London and Lancashire Fire Insurance Co. which is concerned in the matter, to collect evidence. The inquiry was adjourned for one week.

## A HARBOUR MYSTERY.

## EUROPEAN TAKEN FROM THE WATER.

On the arrival of the Yau-nati ferry launch at the Pak Kong wharf, on the Hongkong side, at 9 p.m. yesterday the engineer of the launch reported that he had taken a European from the water, and landed him on the wharf. He then told Inspector Collett, who found the man on the wharf with a crowd of Chinese around him. As the man was unconscious, he endeavoured to resuscitate him by means of artificial respiration, but after working thus for an hour and a half without any result, he sent for blankets and an ambulance, and taking off the wet clothes wrapped the man in the blankets and sent him to the Government Civil Hospital. The body when found was still quite warm, though there were marks of violence about the face, and in the pocket of the coat was found a handkerchief that bore evident signs of blood on it.

On arrival at the hospital Dr. E. A. R. Laing examined the body, and certifying that life was extinct, it was removed to the mortuary. Upon examining the clothes a card was found in one of the pockets bearing the name of "Thomas Crowther August Greenland." This card Inspector Collett sent by one of his detectives to the ships' along the wharf, and then it was discovered that it was the card of the mate of the s.s. *Pak Kong*, running to the West River, and the body was subsequently identified as such. Nothing has so far been discovered to show how deceased got into the water.

THE U. S. cruiser *Baltimore*, now lying in the foreign man-of-war anchorage, leaves for Manila on the 23rd instant, and after a course of firing and manoeuvring, is to proceed to Honolulu.

The American torpedo boat *Bainbridge*, which was recently in Hongkong, has been painted white as an experiment. Owing to the cramped quarters on these tiny vessels and to the fact of their consuming such a vast quantity of coal, the department has hitherto had them painted a dark green colour, but as the larger vessels are all painted white it is desired to have all the ships of the navy of uniform colour. Those serving aboard the vessels seem to favour the darker hue for the torpedo boats, stating in explanation of their reason, that the torpedo boat is much harder to keep clean than the larger fighting craft and that the dark green colour is more adapted to them.

THE CRIMINAL SESSIONS.

The January Sessions open to-morrow morning at ten o'clock before the Chief Justice (Sir Henry S. Berkeley). There are only four distinct cases in the calendar, but they are all of a serious nature.

(1) Tsing Hing, indicted for defiling a girl under the age of twelve also with attempting to do, and indecent assault.

(2) Pagan, indicted for the murder of a Filipino on board the s.s. *Tremont*.

(3) Wong Tsing Tseung, manslaughter.

(4) Wong Cheuk Yau and Wong Tim, conspiracy and forgery.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki at 11 a.m., on 16th inst., and left again at 6 a.m., Tuesday, for Kobe where she is due to arrive at 6 a.m., on 18th inst.

The P. M. S. S. Co.'s s.s. *Mongolia* with mails, &c., from San Francisco to the 28th ult., via Honolulu, has arrived at Yokohama, and leaves for this port via Inland Sea, Kobe, Nagasaki and Shanghai on 19th inst., and is due here on 20th inst.

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## TELEGRAMS.

[Reuters.]

## Russia the Powerful.

LONDON, 15th January.  
The Tsar has issued an order to the Army and Navy announcing the fall of Port Arthur. He eulogizes "the glorious garrison whose heroic Russia has witnessed with pride. Peace to the ashes of the dead and glory to the living. Our enemy is bold and strong and the struggle at such a distance is indescribably hard, but Russia is powerful, and has undergone harder trials always emerging more powerful. While lamenting our losses we must not become distracted. With all Russia I trust the hour of victory will soon dawn and I pray God to bless the troops and the fleet to enable them to uphold the glory of Russia."

LATER.

## Strange News from Java.

The *Novoye Vremya* publishes a telegram from Java stating that the Japanese have established a base at Labuan, and that the cable has ceased working in order to conceal the fact.

## Trouble in the French Chamber.

A disorderly debate has taken place in the French Chamber. M. Combès vigorously repudiated a charge of sowing dissension among the Republicans by anti-clerical persecution. The Chamber passed a vote of confidence in the Ministry by 289 to 279. The Cabinet is expected to resign on account of the smallness of the majority.

## WHO SAVED SIAM?

## A FRIEND OF KINGS.

An amazing story of Court intrigue of how warships were bought and sold wholesale by powers in Europe, Asia and America, was told in the course of an action for damages which was tried in London the other day. A plain old gentleman, described as an ex-correspondent of the *Times*, Mr. R. A. Thomson, sued the firm of Sir W. G. Armstrong, Whitworth & Co., of Elswick, for commission on the sale of armoured cruisers and implements of war to various States throughout the world. There was hardly a country to which Mr. Thomson had not journeyed as private agent for Elswick. According to his own story he was hand-in-glove with Lord Salisbury, he could wheedle Lord Rosebery, and he was adviser-in-chief to the Governments of Argentina, Chili, Japan, China, Siam, and half a dozen other States.

When a war was impending, first news was received by Mr. Thomson, this fine old English gentleman. His expenses alone ran to the respectable sum of £2,000 a year. Although he obtained orders worth millions of pounds for armaments and vessels for Chili, China, and Japan, he had only received £5,000 in 1895 and £1,000 on account of expenses in 1892. He had received £3,605 in 1893, and £8,711 in 1895 on sales of warships to Argentina and Chili; but these sales were before the arrangement of 1892 as he complained. What a fascinating personality his must have been. It was a mere nothing for him to call on the Mikado, the King of Siam, or the ambassador of States, and in one letter he actually wrote to Elswick: "In spite of all difficulties I shall also try and show the model

## OF A NEW WARSHIP.

to the Emperor of China." He was a bosom comrade of Sir Ernest Satow, our minister in China, and as for the Japanese he wrote: "I cautioned the Japanese not to make armaments for their own ships. I am all right in Japan." Happy man! In one letter, he said he was "really alarmed at the reckless preparations of the Argentines," so he hurried off to Paris to interview the Chilean Minister and informed that gentleman there was no time to be lost if Chili was to preserve her integrity. Mr. Thomson was first to get the news (in 1893) that France might attack Siam. He was in China at the time, hurried off to Siam to get orders for Armstrongs, and became the bosom friend of the Prince of Siam in about five minutes. Very soon his name "rang throughout Siam." He was received by the King, and his Majesty was delighted with him, "because he did not ask for honours or decorations or accept presents." There was a gentleman in this part of the world not many months ago, Commissioner Barrett of the United States of America, who spoke of his audiences with this potentate and that, but the quiet, pushing Mr. Thomson of London, who had no use for press interviewers or Chambers of Commerce could have given points even to the energetic American. When things seemed peaceful for the nonce this stormy petrel remarks quaintly—"I have taken large offices in Bouvier Street where I shall receive ambassadors, ministers and attachés!" He could apparently convene an international conference in something less than half an hour; there was not a country in the world, diplomatically speaking, which was not an open book to this versatile genius. The opening of this remarkable case occupied one day, and it was confidently hoped that new and startling secrets would be disclosed when Mr. Thomson entered the witness box. Alas, for human hopes. When the case was called next day counsel explained that a settlement had been arrived at and the case was withdrawn.

## THE "TUNGCHOW" CASE.

## FURTHER DEVELOPMENTS.

One of the direct results of the fall of Port Arthur was made apparent when the steamship *Tungchow*, of London, was boarded by the harbour authorities under the Military Stores Ordinance, and 250 tons of shells, ammunition, and gunpowder seized. In the latter part of last month news was received that the *Tungchow*—which formerly belonged to Messrs. Butterfield & Swire—was at Saigon loading gunpowder stores for the Russians. It was then stated that the vessel had been sold by Messrs. Butterfield & Swire to a Saigon firm, but that was evidently a mistake, for later information showed that the vessel had been disposed of to a firm in Shanghai. In any event, the vessel which was registered in London had apparently determined to run the gauntlet of the Japanese blockades and land stores at Port Arthur. It is also reported that an attempt was made to get the port of registry changed to Shanghai, which seems to confirm the report that she is or was owned in that port.

The *Tungchow* left Saigon, it is alleged, about Christmas with 250 tons of shells, etc., for the North, destination unknown. At the island of Gutta-fa, which is in the vicinity of Shanghai, the master, Mr. Frederick A. Parkes, called with the object of learning how matters were going with the Russians. His surprise and dismay may be imagined when he heard that Port Arthur had capitulated, and realised that his valuable cargo of ammunition was now useless, at least so far as Port Arthur was concerned. The *Tungchow* remained at Gutta-fa until it became definitely clear that there was no hope of Port Arthur being a purchaser—or at least so the allegations go—and, declining to take the risk of a flying trip through the blockade to Vladivostok, the vessel retraced her track to Saigon. The coal and water supplies gave out, however, and she was obliged to enter the harbour of Hongkong. That was, indeed, a misfortune for the vessel, because she had no manifest to produce for the inspection of the boarding officers, and on search being made it was found that the ship was carrying the large quantity of ammunition mentioned. The master was prosecuted under section 17 of the Arms Ordinance of 1900 which says:

## IN DIFFICULTIES.

"No arms or ammunition shall be imported into the Colony except at the Port of Victoria, and the master of every vessel (not being a ship of war or hired armed vessel in the service of Her Majesty or of any foreign nation) having on board as cargo arms or ammunition whether in transitu or for transhipment or otherwise shall on arrival forthwith furnish to the Harbour Master a manifest of all such arms and ammunition."

## THE MASTER PROSECUTED.

After hearing the case against the master, the Court imposed the full penalty of £250 and the ammunition was landed at Stonecutters' Island. The vessel, however, still remained under the care of the harbour authorities under the section which says: "In case any such arms, ammunition, gunpowder, stores, goods, or articles which have been so prohibited are or is exported from the Colony or are or is carried coastwise, or are or is waterborne to be so exported, etc., they or it shall vest in His Majesty and forthwith thereupon it shall be the duty of the Harbour Master of the Colony . . . to cause all such goods and articles so hereinbefore declared forfeited to be seized, and to detain the same to the use of his Majesty. . . ."

## THE "TUNGCHOW'S" OWNERS.

The question was whether any further action should be taken against the vessel, but it has now been decided that she may proceed to Saigon and there await the Baltic Fleet. Whether or not that is meant for honour or humour it is difficult to say, but if the *Tungchow* does really wait for the Russian Baltic squadron she will have a long spell at the delightful French city of Saigon. However, the officers of the *Diana* and those of the *Tungchow* can fraternise and if necessary commiserate each other on Fate's curious ways. The point of the whole thing rests in this that apparently nobody owns the *Tungchow*. It might have been expected that somebody would come forward and say that they were either the owners or the agents for the owners, but not so. It reminds one of the old song which had for its refrain—"whether they wouldn't, or whether they couldn't, or whether it was because their mothers said they shouldn't—the world will never know."

At any rate the *Tungchow* is at liberty to leave Hongkong and no doubt she will turn her stern on shores which have proved so inhospitable at the earliest possible moment. There is some talk of the master or owners, whoever they may be, disputing the right of the harbour authorities to interfere with the cargo of ammunition, on the ground that the goods were not intended for Hongkong, but it remains to be seen whether any action will arise out of the matter.

Messrs. Butterfield & Swire state that they are unaware who the present owners of the *Tungchow* are, but they believed that the vessel was bought by a firm in the North, presumably in Shanghai.

## HONGKONG REGATTA.

## JUNIOR FOORS.

The following are the entries for the Junior Fours, at the forthcoming Regatta:—

(Bow), G. F. Story, A. J. V. Ribeiro, H. W. Paxton, (Str.) L. A. Musso.

(Bow), J. Cruickshank, C. E. A. Hance, H. J. Johansen, (Str.) F. C. Barlow.

(Bow), J. Jordan, H. Seth, A. T. Walker, (Str.) T. E. Pearce.

(Bow), A. J. Darby, A. V. Barros, W. M. Stewart, (Str.) S. Gidley.

Strokes will arrange with their respective crews as to boats and practice. Owing to the scarcity of strokes, it has been found impracticable to make use of the whole of the entries received.

## CAPTAIN SUE'S STEAMSHIP COMPANY.

## DAMAGES \$50.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) Andrew Casey, master mariner, East Street, Kowloon, sued the Wing On Steamboat Company, Limited, for \$600 and costs, being damages for wrongful dismissal from their service.

Mr. F. X. d'Almada e Castro appeared for the plaintiff, Mr. P. W. Goldring (assistant to Mr. Hall Bruton) defended.

Mr. d'Almada, in opening the case, said the plaintiff brought the steamship *Chukong* back from Manila, some time in the month of July last year. He was on arrival appointed to the command of the vessel which it was the intention of the defendant Company to run on the West River. He took command of the ship on the 1st August, at a salary of \$200 a month. He continued in command on the 30th November when he received a letter from the defendants, stating that after the 1st of December they did not require his services. Plaintiff on receipt of this letter went and interviewed the manager, and asked him the reason of his dismissal.

His Lordship: Was the employment in writing?

Mr. d'Almada: No, my Lord. It was an indefinite verbal hiring, and nothing was said as to the terms of the engagement.

Plaintiff was then called and bore out the opening statement of his Counsel. The vessel was under the British flag, and registered in Hongkong. He had received no notice previously that his services were to be dispensed with. When he interviewed the manager, he asked him, if there was anything against him, and he said "No."

In reply to the Bench,

Mr. Goldring said he understood from the Harbour Master, that it was the custom to give three months' notice.

Witness, continuing, said that when he refused to take the ship another trip, he said he would only do so, on condition that they gave him three months' notice. He had never received any complaints of any description from the owners or manager regarding his conduct whether afloat or ashore. He had never been accused of drunkenness.

Cross-examined:—It was true that from the 1st to the 23rd October he signed for 218 glasses of whiskey, but these were not consumed by himself. It was treating passengers and Customs officers. This period represented nine trips, and on one occasion he had sixteen European passengers. He denied that the manager ever told him not to drink so much. What he did say was: "Don't spend so much money on drink for these Custom House officers." When he came into collision with another of the Company's boats in August last he was quite sober. It was the result of a typhoon. One night at Kongmoo he struck a Chinese torpedo-boat but did no damage. He was also quite sober. On that occasion he did not refuse to take notice of what the pilot said. He had never touched the wharf coming into Hongkong yet.

Re-examined:—In regard to the torpedo-boat incident, had he not immediately taken the care of the ship out of the pilot's hands and so thereby declared forfeited to be seized, and to detain the same to the use of His Majesty. . . ."

THE "TUNGCHOW'S" OWNERS.

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## SHIPPING JETSAM.

## WORK FOR THE DOCKS.

There is a probability that the Philippines Government will shortly be sending another vessel to Hongkong for alteration and refitting at the hands of the Dock Co. We understand that, owing to the steamer *Ingraham* being too small for the purpose of cable laying in the Archipelago, it has been decided to detail the *Liscum* for that purpose and also as a repair ship. The steamer recently arrived at Manila from Zamboanga, and Mr. T. Mumma, an electrical expert who has been in charge of the operative work on the *Ingraham*, has been ordered to report on board the *Liscum*, which it is thought probable will arrive here in a few days for the purpose of undergoing several important changes in the construction of her bows which will have to be allowed before she will be suited for cable laying and repairs. The work rendered necessary includes, besides taking out her bows, the construction of backs and the rigging forward of machinery and appliances for grappling the cable in taking it up or laying it. This alteration and refitting will take from a month to six weeks to complete.

The new freighter *Minnesota* is due here shortly from San Francisco. We gave a full description of the vessel some months ago. Captain John J. Truebridge commands the *Minnesota*. The other principal officers are: Chief officer, J. F. Blaine; first officer, W. S. P. Keyes; second officer, P. C. Grenning; third officer, John Duffy; chief engineer, George Allan; chief steward, Frank Weber.

His Lordship: Was the employment in writing?

Mr. d'Almada: No, my Lord. It was an indefinite verbal hiring, and nothing was said as to the terms of the engagement.

Plaintiff was then called and bore out the opening statement of his Counsel. The vessel was under the British flag, and registered in Hongkong. He had received no notice previously that his services were to be dispensed with. When he interviewed the manager, he asked him, if there was anything against him, and he said "No."

In reply to the Bench,

Mr. Goldring said he understood from the Harbour Master, that it was the custom to give three months' notice.

At the harbour office this morning one Chinese candidate passed and two failed before the Pilot's Examination Board.

In the Japan Sea on 11th inst the Japanese cruiser *Tokkwa* captured the British steamer *Rosalie* with 6,500 tons of coal on board, bound for Vladivostok. The *Rosalie* is a comparatively new steamer of 4,303 tons gross, belonging to Messrs. J. Cory & Sons, of Cardiff.

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## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	21st January, 1905.
GLASGOW and LIVERPOOL	"TYDEUS"	24th January.
GLASGOW and LIVERPOOL	"PAKLING"	23rd January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January.
GLASGOW and LIVERPOOL	"STENTOR"	6th February.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	21st February.
GLASGOW and LIVERPOOL	"ANTENOR"	27th February.
GLASGOW and LIVERPOOL	"OOPACK"	27th February.

S.S. "IDOMENEUS" left Singapore on the afternoon of the 13th inst., *via* Saigon, and is expected to arrive here on the 21st.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"HECTOR"	16th January, noon.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	22nd January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>etc.</i>	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th January, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"HUMAN"	18th January.
YOKOHAMA and KOBE	"TSIWAH"	19th "
SHANGHAI	"TIENTSIN"	19th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "
CEBU and ILOILO	"SUNGKIANG"	24th "
MANILA	"TEAN"	24th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th January, 1905.

## Hongkong-Manila.

Highest Class, newest, fastest and most comfortable between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Jan., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TAMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th January, 1905.

15

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

About

30th January, 1905.

Steamship

"RAS ISSA"

For Freight and further information, apply to

SHEWAN, TAMES & CO.,  
General Agents.

Hongkong, 6th January, 1905.

11

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"NUMANTIA" 4,370 Bremmer January 23rd, 1905.

"ARABIA" 4,483 Bahle February 13th, "

"ARAGONIA" 5,108 Schuldt March 1st, "

"NICOMEDIA" 4,370 Wagner March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

12

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

61

## Shipping—Steamers.

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CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,

From 1st January, 1904.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation, Unrivalled Table.

Only qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

16

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4

Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

17

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously-furnished steamer on the line and is lighted throughout with Electricity, hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING at 9 P.M. and returning from Canton every evening at 5 P.M.

1st Class....\$3.00 for Single Journey.

2nd ..... 1.10

Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

18

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain E. J. Page, will make an EXCURSION

EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M. and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance*'s wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return ..... 3.00, " 5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.,

S. A. NORONHA, Macao Agent.



## Mails.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "AUSTRALIEN,"

Captain H. Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS... 7th February.  
S.S. POLYNESIEN... 21st February.

L. BRIDOU,  
Acting Agent.

Hongkong, 10th January, 1905.

## For Sale.

FOR SALE OR TO LET,  
AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Peak; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—  
SHEWAN, TOMES & Co.  
Hongkong, 30th December, 1904. [1398]

## FOR SALE.

## INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

## INCANDESCENT MANTLES,

## CHIMNEYS,

## GLOBES,

## SHADES, &amp;c.,

## for GASOLINE AND GAS LAMPS,

at the most moderate prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

## To Let.

## TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy flats of 2 or 3 rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,  
Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

## TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleansed and colour-washed, in flats or whole.

Apply to—

S. A. SETH,  
Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

## TO LET.

GODOWNS Nos. 100 and 101, Praya East; with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [1394]

## TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsa Tsui, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

## TO LET.

NO. 3, CHANCERY LANE.

5-ROOM HOUSE, immediate possession. Rent \$80 and Taxes.

Apply to—

SUNG YUK LEUNG,

Chinese Club.

Hongkong, 13th January, 1905. [130]

## TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 21st November, 1904. [71]

## TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

## TO LET.

NO. 1, RIFON TERRACE.

Apply to—

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd December, 1904. [69]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS...	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT. RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS...	1,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	Div. of \$1.10- @ exchange 1/9 15/16 \$16.4 for first half-year 1904	5 1/2 %	\$710 buyers London £74
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125					
National Bank of China, Limited	99,925	\$7	\$7					
MARINE INSURANCES...	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$1 for 1903	6 1/2 %	\$38 sellers
Canton Insurance Office, Limited								
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$15,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making \$1 for 1903	8 %	Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$72,749 \$93,110	\$2,078,997	\$35 for 1903	5 %	\$690 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794		\$12 for 1902	8 %	\$150 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675 \$25,561	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,70,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$340 buyers
SHIPPING, TUG AND CARGO BOATS...	30,000	\$25	\$25	none	Dr. \$03,123	\$5 for 1900		\$23
China and Manilla Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6 %	\$338 buyers
Douglas Steamship Company, Limited								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$25,000 \$100,000	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	200,000	\$1	\$1	\$205,000 \$1,00,000	\$4,853	10/- for 1903 @ 1/10 \$16=\$378	4 1/2 %	\$124 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$400,000 \$60,000 \$15,093	\$19,555	Interim of 1/- (Coupon No. 5) for 1904	4 %	25/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,075 \$18,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	3 1/2 %	\$29
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153 \$98,000	\$33,648	\$3 for 2nd 1/4 year making \$13 for 1903	9 %	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. Tls. 50	Tls. Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
REFINERIES...	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904		\$220
China Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$20 buyers
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 28 for year ending 30.9.04	4 1/2 %	Tls. 60 sellers
Perak Sugar Cultivation Company, Limited								
MINING...	1,000,000	\$1	\$1	\$40,000 none	G \$674,993	No. 3 of 1/6 50 cents making G. \$1 for 1904	6 %	Tls. 78 buyers
Chinese Engineering and Mining Company, Ltd.	50,000	G \$10	G \$10	\$4,873	Dr. \$4,029	No. 12 of 1/-=48 cents		\$34 buyers
Oriental Consolidated Mining Company, Limited	150,000	\$1	\$1					\$490
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$1					
Société Française des Charbonnages du Tonkin	16,000	Tls. 250	Tls. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		
DOCKS, WHARVES & GODOWNS...	6,000	\$25	\$25	\$70,000 \$50,989	\$10,517	\$3.75 for 1903	8 %	
Geo. Fenwick & Co., Limited	30,000	\$50	\$50	\$250,000 \$25,500	\$28,015	Interim of \$2 for 1904	4 1/2 %	
Hongkong & Kowloon Wharf and Godown, Co. Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	First year		
Hongkong and Whampoa Dock Company, Ltd.	12							